



National Transportation Safety Board Aviation Accident Final Report

Location:	Bogalusa, LA	Accident Number:	FTW02LA127
Date & Time:	04/23/2002, 0910 CDT	Registration:	N8108V
Aircraft:	Piper PA-32R-301T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After a pre-flight inspection, the pilot taxied the airplane to runway 36. During the takeoff roll at 70 knots, the pilot began rotation. At 75 knots, the nose wheel lifted off the runway, and from the west, a deer crossed in front of the airplane. The airplane's left wing struck the deer, and the pilot aborted the takeoff. The pilot then taxied the airplane back to the flight line. The airport did not have a perimeter fence around it that would prevent deer from entering the runway environment.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a deer that ran in front of the airplane during the takeoff phase. A contributing factor was the lack of an airport perimeter fence to prevent deer from entering the runway environment.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) OBJECT - ANIMAL(S)
2. (F) AIRPORT FACILITIES, PERIMETER FENCE - NOT INSTALLED

Factual Information

On April 23, 2002, approximately 0910 central daylight time, a Piper PA-32R-301T single-engine airplane, N8108V, sustained substantial damage after it struck a deer during the takeoff roll from the George R. Carr Memorial Air Field, Bogalusa, Louisiana. The commercial pilot and his pilot-rated passenger were not injured. The airplane was owned and operated by the passenger. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight was originating at the time of the accident.

According to the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the pilot reported that after completing a pre-flight inspection, he taxied the airplane to runway 36. During the takeoff roll at 70 knots, the pilot began rotation. At 75 knots, the nose wheel lifted off the runway, and from the west, a deer crossed in front of the airplane. The airplane's left wing struck the deer, and the pilot aborted the takeoff. The pilot then taxied the airplane back to the flight line. A certified IA mechanic reported that the left wing spar, the left flap, and the left horizontal stabilizer were damaged.

The airport manager reported that the west side of the airport is wooded, and the airport does not have a perimeter fence to prevent deer and other animals from entering the airport property.

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/25/2002
Occupational Pilot:		Last Flight Review or Equivalent:	05/10/2000
Flight Time:	5890 hours (Total, all aircraft), 4 hours (Total, this make and model), 5380 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/04/2001
Occupational Pilot:		Last Flight Review or Equivalent:	05/01/2001
Flight Time:	624 hours (Total, all aircraft), 185 hours (Total, this make and model), 487 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8108V
Model/Series:	PA-32R-301T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32R-8029008
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	06/29/2001, Annual	Certified Max Gross Wt.:	3900 lbs
Time Since Last Inspection:	34.5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3520.5 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-S1AD
Registered Owner:	On file	Rated Power:	300 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	21 ° C
Precipitation and Obscuration:			
Departure Point:	BOGALUSA, LA (BXA)	Type of Flight Plan Filed:	None
Destination:	(BXA)	Type of Clearance:	None
Departure Time:	0910 SZ	Type of Airspace:	Class E

Airport Information

Airport:	GEORGE R CARR MEMORIAL AIR FLD (BXA)	Runway Surface Type:	Asphalt
Airport Elevation:	119 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.813611, -89.864444

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Report Date:	04/01/2003
Additional Participating Persons:	Michael B Chapman; Federal Aviation Administration; Baton Rouge, LA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).